

## **Leesburg Standing Residential Traffic Committee Minutes of Monday, January 5, 2004**

The Leesburg Standing Residential Traffic Committee met on Monday, January 5, 2004, in the Lower Level Conference Room of the Municipal Government Center, 25 West Market Street, Leesburg, Virginia. The meeting was called to order at 7:10 p.m.

### Members Present

Elizabeth Whiting, Chair	Peg Coleman
Vice Mayor Mervin Jackson	Sandy Kane
Planning Commissioner Lyle Werner	Gabe Kelemen

### Town Staff Present

Calvin Grow  
Mike Bomgardner  
Nick Colonna  
Mark McCartney

### Citizens present

Michael DeMonte	Ann Bollinger	Jennifer Gilfillan
Craig Lane	James Gould	Diane Nastase
Mike Stevens	John Bowman	John Rowell
Tom Martwinski	Cheryl Driscoll	Chris Vaka
Kelly Young	Connie Brown	Jay deMatta

### Press:

Andrew Parker	Scott Cissel
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1. *Minutes:* On **motion** by Lyle Werner, **seconded** by Peg Coleman, the **minutes of the December 1, 2003 meeting were approved** by unanimous vote.
  
2. *Public Comment:* Woodlea Manor residents Tom Martwinski, Kelly Young, Jennifer Gilfillan, Cheryl Driscoll (Woodlea HOA President), John Rowell, Diane Nastase, James Gould, Jay deMatta 204 Meade, Ann Bollinger and Chris Vaka addressed the recent addition of all-way stop signs at two intersections along Meade Drive, S.W. (Lawnhill Court, S.W. and Fairfield Way, S.W.). Comments addressed what notice was given and procedures followed that allowed these changes to be made without involvement from residents in Woodlea Manor subdivision; what it was about this ½-mile stretch of Meade Drive, S.W. that warrants five stop signs; how to insure that evaluation of the request for implementing the \$200.00 add-on speeding penalty would be fair and equitable; the suggestion that more studies were appropriate; opposition to all of the measures implemented thus far, including the all-way stops installed before the Committee was formed; and opinion that the original all-way stops had reduced traffic speeds to acceptable levels. Michael DeMonte (Greenway Farms HOA President) outlined the pursuit by residents of measures to control speeding problems over a three-year period and their evaluation of why the all-way stops were appropriate under the traffic-calming program adopted by the Town Council. Craig Lane questioned why the Committee did not affirmatively oppose the requests since they concluded that the requirements of the policy were not met. Committee

members Liz Whiting, Lyle Werner, Peg Coleman, Sandy Kane and Mervin Jackson outlined the background of how the request for a recommendation came to the Committee.

3. *Deermeadow Place, S.W./Meade Drive, S.W. Traffic Circle Request:* Calvin Grow noted that this had come from Greenway Farms residents as among their requests to the Town. Liz Whiting reminded the Committee that the FY '04 budget request included measures identifying types of improvements and general locations in the geographic quadrants of town (as well as the pedestrian safety campaign) with price tags for each and that the Committee followed a policy of trying to identify and fund a project for each of the three neighborhoods in the interlinked area of Woodlea Manor, Greenway Farms and Country Club Estates subdivisions. Thus, although the Town Council did not specifically earmark what SRTC proposals were being funded, tracking the results made it clear that it was the three southwest quadrant and two southeast quadrant proposals that were approved and the Committee had followed the rule of thumb that while details of precise locations and devices could be pinned down by the Committee during the process of administering the approved budget, shifting funds to other quadrants or unrelated projects would go back to the Council for approval. The Committee was concerned that the Deermeadow Place, S.W./Meade Drive, S.W. traffic circle reflected a decision by Greenway Farms residents to get “their” device, based on the assumption that the Town Council would approve the pending all-way stop requests and that there had been no studies of need for any device at that location, much less studies accounting for the results of the stop sign installations. Liz Whiting noted that in addition to evaluating citizen requests under the traffic-calming program, a related function of the Committee is to identify and propose pilot traffic-calming projects for construction each budget year. Calvin Grow indicated that T-intersections, such as the Deermeadow Place, S.W./Meade Drive, S.W. intersection, are not favored for mini traffic circles because it is difficult to establish the navigation pattern that make the circles work as traffic calming devices. On **motion** by Sandy Kane, **seconded** by Calvin Grow, the Committee voted unanimously to **rule out Deermeadow Place, S.W./Meade Drive, S.W. at this time for consideration of installing a mini traffic circle**. After discussion of how to approach the uncommitted funds for the southwest quadrant in the FY '04 budget, on **motion** by Sandy Kane, **seconded** by Nick Colonna, the Committee unanimously approved **installing an imprinted pedestrian crossing at the intersection of Meade Drive, S.W. with Greenway Drive, S.W.**
4. *\$200.00 add-on fine for speeding on Meade Drive, S.W. - limits of petition survey request:* Liz Whiting reported that this agenda item resulted from comments she made to the Town Council at their November 24th meeting when she was invited to respond to the Council’s referral of their proposed approval of the Greenway Farms all-way stop sign request (plus an additional

intersection requested for consideration by Councilman Schmidt). The Greenway Farms residents' request also asked for imposing the \$200.00 add-on penalty authorized by Virginia Code section 46.2-878.2 and the traffic circle at Deermeadow Place, S.W. and Meade Drive, S.W. In previewing what she expected the Committee recommendation would be, Liz Whiting reminded the Council that the Committee's role under the adopted traffic calming plan included working with applicants to identify the limits of the "affected area" that should be canvassed for support of installation of various measures, including the add-on penalty.

Lyle Werner noted that the adopted policy expected that the add-on penalty would be pursued only after the speeding problem had been documented and that this has never been the case with Meade Drive, S.W. Accordingly, Lyle Werner offered a motion recommending against the add-on penalty. Liz Whiting noted that she may have gotten out in front of the Committee, but she felt the communication the Council should be expecting based upon her comments would be why the Committee didn't identify an "affected area" to be polled by the Greenway Farms residents, not a position on the merits of the request. After discussion, on a **motion** by Lyle Werner, **seconded** by Sandy Kane, the Committee directed Liz Whiting to advise the Town Council (a) that because the adopted traffic-calming program calls for identifying the "affected area" to be canvassed for support of the add-on penalty only after a speeding problem of average speeds of 31 mph or greater has been confirmed, and repeat studies have failed to demonstrate a problem for this stretch of Meade Drive, S.W., **identifying an "affected area" in response to the request by Greenway Farms residents is inappropriate**; and (b) that the Committee recommends as a matter of policy that in all instances in which the Council determines that the prospect of the add-on penalty authorized by Virginia Code section 46.2-878.2 for speeding in residential districts should be evaluated, that **the Committee should be asked to determine the "affected area" from which 75% support must be drawn.**

5. *Smart Trailer report:* Mark McCartney reported the results from Smart trailer investigations during the November 2003 time period and the methodology the Police Department follows in conducting studies and follow-up enforcement. Gabe Kelemen relayed the Committee's belief that monthly reports as to the residential locations where the trailer has been used would educate us as to where problems are perceived and would give background when requests first come to the Committee as to whether they involve longstanding issues or not. Mark McCartney indicated that the Police Department would be able to provide regular updates to the Committee.
6. *All-way stop request for North Street, N.E./Harrison Street, N.E.:* Gabe Kelemen related that northeast residents were concerned that traffic was speeding at this location, and not reducing speed when turning south onto Harrison Street, N.E. from the west. Mike Bomgardner and Mark McCartney

confirmed that their studies showed no speeding. Gabe Keleman indicated that the sidewalks planned for both sides of Harrison Street, N.E. are to incorporate measures to enhance pedestrian safety by “squaring the corner” both at North Street, N.E. and Edwards Ferry Road, N.E.; however, Calvin Grow indicated that the construction plans Gabe Keleman showed did not appear to include those changes. Calvin Grow will relay the Committee’s concerns/request to Nagi Elsewaissi for incorporation by the design engineer.

7. *Sight distance study at Kenneth Place, S.E./Randi Drive, S.E.:* Mike Bomgardner outlined how sight distance is measured and confirmed that the minimum standard (250 feet for 25-mph roads) was met in all directions at this intersection.
8. *Removal of barricades on sidewalk at 232 Edwards Ferry Road, N.E.:* Calvin Grow reported that the Town had temporarily shored up the area where the retaining wall crumbled, so that the sidewalk again is open, and had contacted the property owners about the need to make repairs. He will report on the status at the February meeting.
9. *Speed survey on Old Waterford Road, N.W.:* Mike Bomgardner and Mark McCartney confirmed that their studies showed no speeding problems at this location. Liz Whiting will include mention in her letter to the Town Council that this location doesn’t warrant further study under the traffic-calming program.
10. *Selective enforcement study results for North King Street:* Calvin Grow reported that the Police Department undertook selective enforcement of speeding at this location after initial studies confirmed speeds averaging 31 mph or higher. Follow-up study on December 30 showed that the average speed had dropped to 28 mph. Mike Bomgardner and Calvin Grow agreed that a repeat follow-up study was in order and will report the results at the February meeting. Gabe Kelemen will inform the residents of the status. Liz Whiting stated that she felt a second study following selective enforcement should be a routine part of the procedure and this should be addressed as part of a comprehensive review of the traffic-calming program.
11. *Midyear, FY ’05 Budget updates:* (a) Calvin Grow will advise the Committee as to when the midyear budget request will be before the Town Council for discussion and decision. Liz Whiting indicated that she would plan to appear and speak on behalf of the request of \$55,000.00 for extending the Bypass fencing north to Edwards Ferry Road, N.E. (b) Calvin Grow noted that the Committee’s FY ’05 budget request needed to be adjusted to address the southeast quadrant pedestrian crossing mentioned by Sandy Kane at the December meeting and, following this evening’s vote (see No. 3), to remove the funding request for a traffic circle at Deermeadow Place, S.W./Meade

Drive, S.W. Nick Colonna, Sandy Kane and Calvin Grow are to work up the figure and location on January 6.

12. *Committee member concerns:* (a) Sandy Kane thanked Calvin Grow and Mike Bomgardner for installation of the pedestrian crosswalk across Depot Court serving residents of the Morningside assisted living facility as well as other trail and sidewalk users in the vicinity. (b) Gabe Kelemen asked whether a “*master calendar*” showing when various recurring actions are due to be taken can be developed. This would include items such as when Departmental budget requests are due for both regular and midyear budget requests and how the Committee requests should be scheduled within those processes. (c) Lyle Werner requested that new studies be performed regarding speed and volume of traffic through South King Street in the Georgetown neighborhood. (d) Liz Whiting noted that the 2000 Residential Traffic Task Force Report called for changes in the Comprehensive Plan and Design and Construction Standards Manual to incorporate measures to govern new construction that is more accommodating to pedestrians and bicyclists. Part of the Committee’s role will always be responding to complaints in residential neighborhoods designed without that sensitivity, but the Committee should be planning for the day when—like Arlington—the Town will be in a position to pursue a systematic program for retrofitting those neighborhoods. In the short term, however, she asked that Nick Colonna report to the Committee regarding the timetable for developing the new *Comprehensive Plan* and recommendations for Committee participation to see that their concerns for pedestrian-friendly construction requirements are incorporated. (e) Nick Colonna handed out “homework” reading for the Committee. The Committee returned to the question of making a *comprehensive review of the traffic calming program*—in addition to repeat speed studies (see No. 10) and Comprehensive Plan and DCSM standards (12(d) above), Craig Lane reminded the Committee how posting notices and inviting phone calls had worked in Tavistock Farms subdivision - and asked that the topic be placed on the February agenda.

The meeting was adjourned at 10:10 p.m. The next meeting is Monday, February 2, 2004 at 7:00 p.m. Staff is to contact Liz Whiting if anything arises needing Committee consideration in the interim.